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TCS-3250/65  
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INTELLIGENCE BRIEF

# SEARCH OF THE SOVIET RAIL NETWORK FOR SINGLE-SILO ICBM DEPLOYMENT

25X1D



CIA/RR GS 65-6

Handle Via **TALENT - KEYHOLE** Control Only

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Foreword

The textual portion of this report was prepared by the Military-Economic Research Area; the table and map were prepared by the Geographic Research Area.

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SEARCH OF THE SOVIET RAIL NETWORK FOR SINGLE-SILO ICBM DEPLOYMENT

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25X1D      Early in [REDACTED] the Soviets began the deployment of two single-silo  
25X1D      ICBM systems. One of these systems was identified at a new complex  
25X1D      near Zhangiz Tobe in [REDACTED]. The second system, employing silos of  
25X1B      substantially smaller size, was detected also in [REDACTED] at an existing  
25X1B      second-generation ICBM complex. [REDACTED]

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\* Previous ORR reports on the extent of KEYHOLE coverage of the Soviet rail network include the following:

CIA/RR GP 62-182:L, TCS-14039/62-KH (31 December 1962), "Utilization of KEYHOLE Coverage of the Soviet Rail Network in ICBM Estimates."

CIA/RR GP 63-153:L, TCS-2143/63-KH (15 May 1963), "Utilization of KEYHOLE Coverage of the Soviet Rail Network in ICBM Estimates."

25X1D      CIA/RR GS-23, TCS-2188/63-KH (16 September 1963), "KEYHOLE Coverage of the Soviet Rail Network [REDACTED]"

25X1D      CIA/RR GS 64-9, TCS 3251/64-KH (23 March 1964), KEYHOLE Coverage of the Soviet Rail Network [REDACTED]"

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[REDACTED]  
[REDACTED]dications of additional single-silo  
This search encompassed the reexamination of all of the  
KEYHOLE photography acquired between [REDACTED] - the earliest coverage  
on which such complexes would be recognizable -- [REDACTED] The  
search covered all KEYHOLE- [REDACTED] missions from [REDACTED]

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[REDACTED] No new ICBM complexes were identified by the search. Some 15  
rail spurs still under construction or new since [REDACTED] were noted,  
however, and have not yet been identified as to function.

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The results of the search in terms of the extent of effective  
coverage are shown statistically in Table 1.\* The geographic distri-  
bution of effective coverage is shown on the accompanying map.\*\* The  
"net" mileage credited to each mission in columns 3 and 4 of the table  
represents only the mileage covered by that mission which has not been  
covered by more recent photography. These net mileages are added,  
cumulatively, from the most recent mission to the earliest in column 5.  
The table thus indicates how much of the Soviet rail network has been  
photographed since any given date beginning with [REDACTED]

\* Table 1 follows on page 4.  
\*\* Map follows page 4.

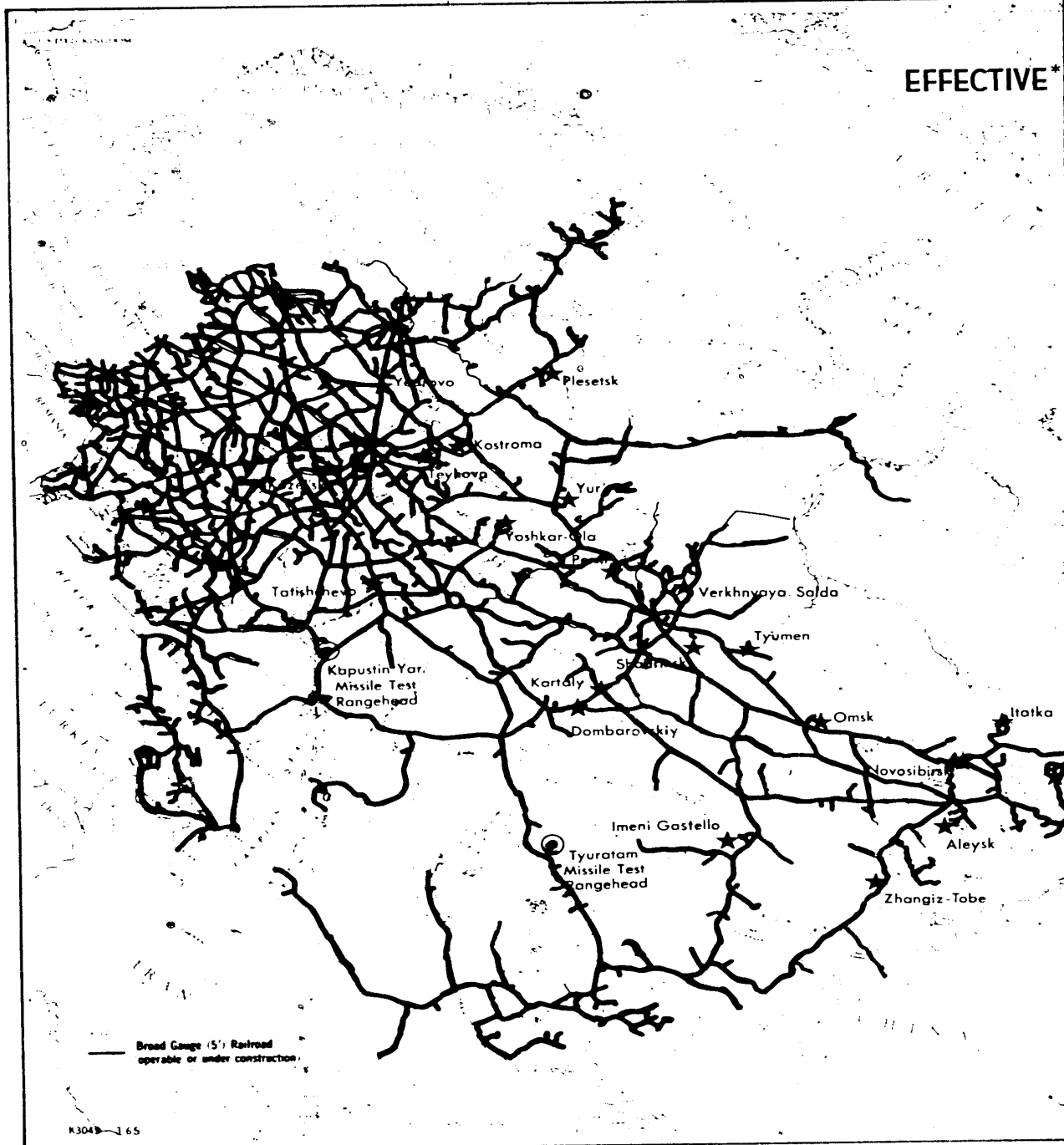
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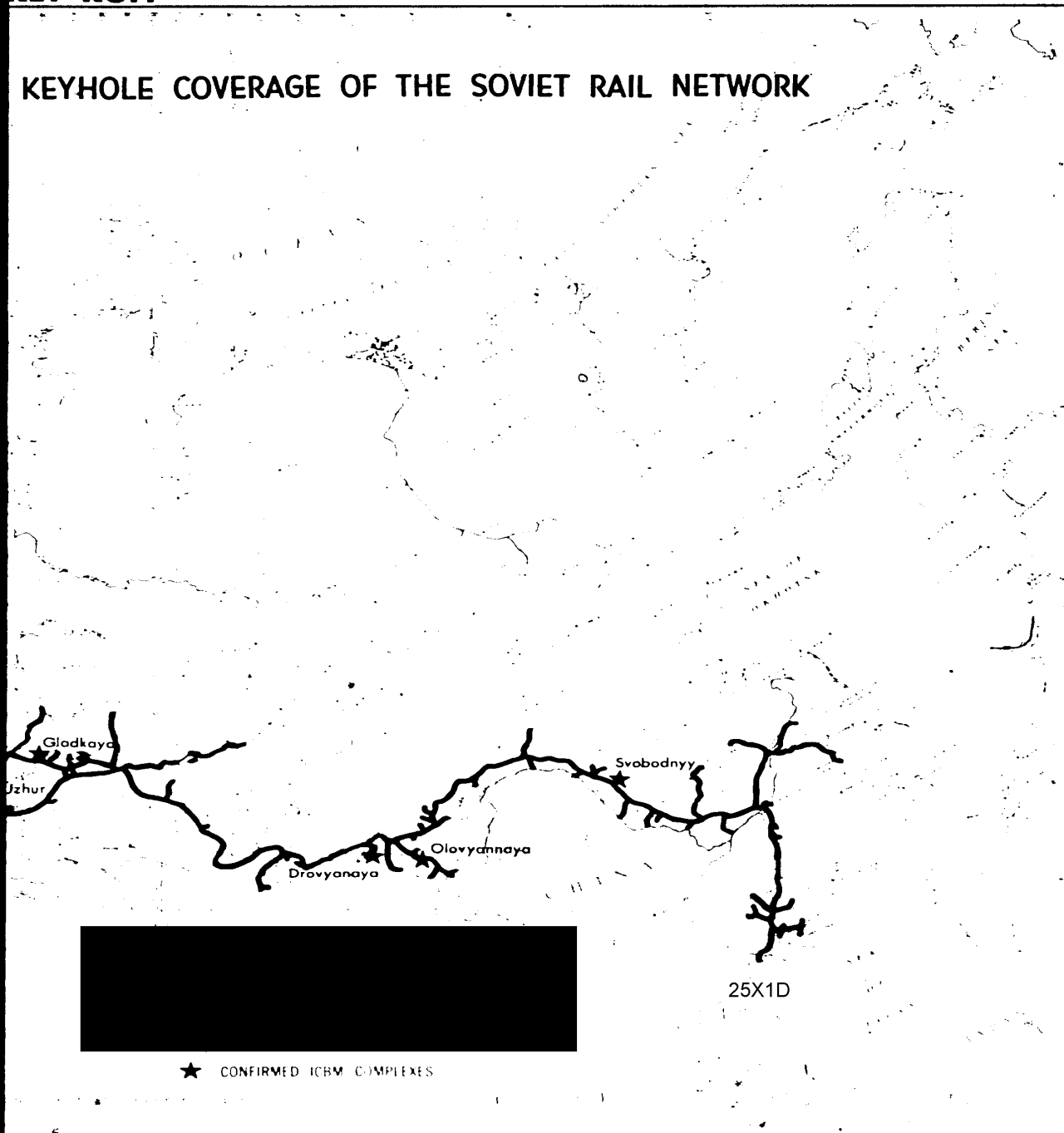
EFFECTIVE\*



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# KEYHOLE COVERAGE OF THE SOVIET RAIL NETWORK



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